

Always on Hand. L. MALLORY.
Hongkong, 24th June, 1881.

Today's
Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PALINURUS."
Captain T. S. Jackson, will be despatched as above TO-MORROW, the 13th instant, at 9 A.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th July, 1895. [1886]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHANG, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"LOKSANG."
Captain Moncur, will be despatched as above on SUNDAY, the 14th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1895. [1916]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Steamship

"WHAMPOA."
Captain Hards, will be despatched on MONDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th July, 1895. [1922]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA."
Captain Cass, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1895. [1919]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK."
Captain Webster, will be despatched as above on TUESDAY, the 23rd instant, instead of as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 12th July, 1895. [1877]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE."
Captain Davies, will be despatched for the above Port on WEDNESDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 12th July, 1895. [1327]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"BULLMOUTH."
Captain T. G. Scott, will be despatched as above on or about the 23rd instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 12th July, 1895. [1921]

SPANISH MAIL STEAMSHIP LINE.

NOTICE TO SHIPPERS.

OWING to quarantine restrictions at Manila the S.S. "BARCELONA" will not call at this Port as previously announced.

The S.S. "CADIZ" expected here about the end of August, will load for SPANISH PORTS and LIVERPOOL.

For Further Particulars, apply to the Agency of the Company, No. 22, Stanley Street.

VILLA LOPEZ & Co.,
Agents.

Hongkong, 12th July, 1895. [1918]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"CHELYDRA"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th July, 1895. [1920]

THE PHARMACY.

SPRAY PRODUCERS, CUT GLASS BOTTLES,
SKILZGONES, MANICURE REQUISITES,
PINAUD'S PERFUMERY AND TOILET WATERS,
TONIC KOLA WINE,
GOLDEN MALICE,
FARINA'S EAU DE COLOGNE.

Sole Agents for "TANSAN" the popular
Table-Water which contains 8 per cent. more
Iron carbonate than that from any other
Claybeate Spring.

FLETCHER & Co.,
and
CARMICHAEL & Co., Ltd.

Hongkong, 12th July, 1895. [131]

TO LET.

NO. 6, UPPER MOSQUE TERRACE.
Apply to
LINTSEAD & DAVIS.

Hongkong, 12th July, 1895. [1923]

Today's
Advertisements.

S-T. JOHN'S LODGE
OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, THIS EVENING, the 12th
instant, at 8.30 for 9 o'clock, precisely. Visiting
Brethren are cordially invited.
Hongkong, 12th July, 1895. [1891]

HONGKONG RIFLE ASSOCIATION.

TO-MORROW
(SATURDAY), 13th JULY, 1895,
AT 2.45 P.M.

COMPETITION, SHORT RANGE CUP;
Ranges, 200 and 300 yards; Seven
Shots and a sighting shot. Entrance fee, 30
cents.

G. K. MOORE,
Honorary Secretary.

Hongkong, 12th July, 1895. [190]

THE GYMKHANA.

THE SECOND GYMKHANA of the
SEASON will be held on the RACE
COURSE

TO-MORROW
(SATURDAY), 13th JULY.
(Weather Permitting.)

FIRST RACE at 4.30 P.M. SHARP.

Admission 3s to non-Ticket Holders. Soldiers
and Sailors in Uniform free.

LADIES are cordially invited.

GODFREY C. C. MASTER,
Hon. Sec., pro tem.

Hongkong, 12th July, 1895. [1917]

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED.

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1895. [127]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
AERATED WATERS.

OUR AERATED WATER FACTORY
is fitted with the best English Machinery,
embodying the latest improvements in the
trade.

The purest ingredients only are used, and the
utmost care and cleanliness exercised in the
manufacture throughout.

The water used is proved by repeated analyses
to be absolutely pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Empties when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all
signed messages addressed thus will receive
prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used
for any other purpose than that of contain-
ing Aerated Waters, as such Bottles are
never used again by us.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Hongkong, 1st June, 1895. [19]

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 12, 1895.

(Special to Hongkong Telegraph.)

TELEGRAM.

THE MIKADO AND THE
BRITISH ADMIRAL.

THE JAPANESE PRIME MINISTER
VISITS THE BRITISH FLAGSHIP.

YOKOHAMA, July 12th.
3.40 p.m.

The report that His Majesty the Emperor
intended calling on board the British
flagship at an early date is false. It is,
however, true that His Excellency Count
Ito, the Prime Minister, has paid a visit to
Admiral Buller on board the *Centurion*.

[We telegraphed to our Yokohama correspondent
on this subject this afternoon, and the above
is his reply, owing to having some doubt about
the truth of the allegation made in the *Yokohama
Gazette* of the 3rd instant that H.I.M. the
Emperor of Japan was then about to call on
board the *Centurion*.—Ed. H.K.T.]

REUTERS'S TELEGRAMS.

ABYSSINIA.

LONDON, July 11th.

Emperor Menelik's attitude towards the
Italians is unmistakably becoming more hostile,
and he has imprisoned an Engineer called
Capucci on suspicion of his being in communi-
cation with the Italian General Baradari.

LOCAL AND GENERAL.

H.M.S. *Pallas* is to return to China from Ports-
mouth at an early date.

It is rumored in Tokio that Count Inouye will
be appointed Minister for Foreign Affairs.

TWENTY-ONE days was the dose of "physis"
administered to a coolie at the Police Court to-
day for annexing thirty cents' worth of old iron.

A REGULAR meeting of St. John's Lodge, No. 618,
S.C., will be held in the Freemasons' Hall, Zetland
Street, this evening, at 8.30 for 9 o'clock precisely.
Visiting brethren are cordially invited.

Sir Ernest Mason Sitew, K.C.M.G., the new
British Minister to Japan, proceeds to his post
by Canadian Pacific route, and is timed to leave
Vancouver per *Empress of China* on 15th inst.

THE fleet of the greatest of British shipping
companies—the P&O and Oriental Steam
Navigation Company—has been raised to
225,000 tons; and there are now building for it
seven steamers of a total of 40,700 tons.

THE open golf championship at St. Andrews on
the 13th June resulted in victory for H. Taylor,
of Winchester, with a score of 322. Herd,
of Huddersfield, was second with 326, and Andrew
Kirkcaldy, of St. Andrews, third, with 332.

THE *Yokohama* states that Admiral Buller, while
in the Yokohama Post Office on business a few
days ago, was relieved of 80 yen by a "cat-
purse." The matter having been reported to the
police, the "D's" are looking high and low for
the miscreant.

THE Second Gymkhana of the '95 season, which
had to be postponed last week, owing to the
inclemency of the weather, will (D.V. and W.P.)
be held at the race course to-morrow afternoon
commencing at 4.30, sharp. By the programme
it will be seen that an excellent afternoon's
sport has been provided by the Committee.

It is stated that the proprietors of Lloyd's
Register of British and Foreign Shipping has
decided to reduce the subscription of Marine
Insurance Companies, public companies, and
public establishments from £10 to £6.6s
per annum for a single copy of the Register
Book, together with the fortnightly supplements
of corrections and additions.

Two eminent editors celebrated their birthdays
on 10th ultimo: Sir Edwin Arnold of the *Daily
Telegraph*, and Mr. Edmund Buckle, M.A., of
The Times. The former was born in 1832, and
has been connected with the *Daily Telegraph*
since 1855. Mr. Buckle was born in 1854, and
joined *The Times* in 1884. Both were educated
at Oxford, and both won the Newdigate prize,
the former in 1852, his subject being "The Feast
of Belshazzar," and the latter in 1875.

THE ravages of "chinch bugs" in the wheat fields
of Eastern Kansas have, says the *Chicago
Tribune*, become so destructive that the
farmers of many counties are applying to Pro-
fessor Snow, Chancellor of the State University,
requesting him to send them infected bugs with
which to stop the work of destruction. Chancellor
Snow has thousands of bugs at his laboratory
which are diseased. To the farmers he sends a
few of these bugs inoculated with disease, which
are scattered in the field. The contagion im-
mediately spreads and the chinch bugs die by
the million.

THOSE who have not had the pleasure of
beholding Mr. H. J. Wilson, M.P., the remain-
ing active Anti-Opiologist of the defunct Royal
Commission, in the flesh, may be gratified to see
a portrait of him in a recent issue of the *Review
of Reviews* accompanying the paragraph in
which Mr. Staud reluctantly takes leave of his
former convictions. Mr. Wilson's physiognomy
is interestingly typical of his class. A bulbous
forehead, a large ear, high cheek-bones, a long
upper lip, a heavy jaw, and side whiskers—it is
possible to understand fads springing, Minerva-
like, ready armed, from the brain attached. If
his photograph goes for anything Mr. Wilson
will win to his "cause" to the bitter end of
oblivion.

A NOVEL case of counterfeiting was recently
brought to light. Some silver dollars were paid
into a government office at Fricco which the
expert declared were counterfeit although every
sideline test but one failed to show anything
wrong with the coins. When weighed, however,
it was found they were too heavy and a careful
test proved that each dollar contained 25 grains
more silver than the standard dollar. Pure
metal had been used as the bullion value of
silver gave the counterfeiters about 30 cents
profit on each dollar. Had the exact number of
grains required by law for a standard dollar
been used, Uncle Sam might, for a long time,
have been ignorant of the fact he had "driven in"
in the business of manufacturing "the dollar of
our days."

APPARENTLY Sir William Van Horne and his
follow-promoters of the Canadian fast mail ser-
vice have been able, states a correspondent of the
L. & C. Express, to come to terms with regard
to the annual subsidy of £50,000 to be paid by
the Home Government, as orders are about to be
placed with two of the largest shipbuilding firms
in the Kingdom for the immediate construction of
vessels very similar in type and size to the
Considers Campana and *Lucania*. At all events
it is now certain the service is to be between
Liverpool and Montreal, and is to be started in
summer of next year. But with vessels costing
over £2 a minute to work it is very questionable
if even the total subsidy of £50,000—to be
provided as to two-thirds by the Dominion and
as to one-third by the Home Government—will
enable the company to run at a profit.

THE Grace Hawthorne Company closed their
performances in Shanghai by the representation
at the Lyceum on Tuesday evening of Sardou's
great drama *Theodora*, says the *N. C. Daily
News* in a recent issue. The cast of this
spectacular play was undertaken by ten persons,
so that a great deal of doubling of parts took
place, and in the third act a stage war occurred
while the actor representing the Emperor went
out by one door in order to make a lightning
change and come in by another as the chief
conspirator. Some portions of the play were
acted with much spirit and brought down the
house, but generally speaking it was evident
that the Company had attempted more than they
were able to perform; and the waits
between the acts were long and wearying. The
theatre was very well filled, the performance
being for the benefit of Miss Grace Hawthorne.
—This brings to mind the never-to-be-forgotten
performance of *Theodora* on our very own
Theatre Royal—doesn't it?

THUS the *Japan Gazette*, erroneously, on the
3rd instant:—"It is said that on Friday H.I.M.
the Japanese Emperor will pay a visit to the
Centurion. If the statement be authentic, and we
have very good reasons to believe that our in-
formation is reliable, this will be a very important
occasion. It will advertise to the world the
excellent terms existing between the Japanese
and the British, for although the visit may
be—we do not say it is—prompted by
a laudable curiosity to inspect the finest
specimen of marine architecture afloat in Eastern
waters, yet its significance at the present juncture
cannot be over-estimated. Had it been mere
curiosity last year would have afforded
an opportunity for earlier gratification,
seeing that the *Centurion* was here in
the middle of June, 1894. To-day, when political
storm-clouds darken the horizon, the visit of the
Emperor would be of special interest. We
trust the news is true. In our opinion the
interests of England and Japan are of such a
nature that whatever differences of opinion
may have existed in the past, in the future
the relations of the two must inevitably become
more intimate, and if they are not in the near
future found facing common foe on the battle field,
they will at least have to adopt united action in
diplomatic affairs."

THE remarks of Sir Thomas Sutherland at the
usual half-yearly meeting of the proprietors of
the P. and O. Company have, says the *L. & C.
Express* of 14th ultimo, a wider interest than
the persons to whom they were addressed, and
we are quite accustomed to look for revelations.
At the last meeting we were told that the
exchange question would probably lead, early
in next century, to P. and O. vessels being
built on the banks of the Yangtze instead
of those of the Clyde. On the present
occasion he alluded to us of present and pros-
pective Japanese competition, and forebodings
that the great P. and O. Company may find
its headquarters in some portion of the Far
East, whence the main control of the
trade will come. "Only two years ago," he
pointed out, "an enormous trade was done
between the North of Europe and India in
lucifer matches." Within the last twelve
months the whole of that trade has been swept
away and absorbed by Japan, which country, he
added, was a very strong competitor with Europe
for the supply of the markets of India and China.
The change could be pointed out in many other
directions, and is likely to be accentuated now
the war is over. Japan supplies many Singapore
requirements, and to other suggestions for goods
for that market she replied that as soon as the
war was over more attention could be devoted,
and the goods of such and such a class made
exact to requirements. So it must continue
to be whilst labour enters so largely into cost
of production and whilst the cost of Japanese
labour has been reduced by about half, when
quoted in sterling. China has been slower to
realize the like opportunity that is presented to
her, but it may none the less be sure in the end,
to the cost of the British manufacturer. Sir
Thomas's words as to the development we may
expect in China probably echo the sentiments
of most foreign merchants dealing with that
country. The Chinaman will, doubtless, be as
slow in peace as he is in war. The development,
says our contemporary, will take place, but
it will be slow and gradual, and not at all of a
passional nature.

THE CRISIS IN FORMOSA.

ANPING ABANDONED BY THE BRITISH NAVAL
AUTHORITIES.

HER MAJESTY'S WAR VESSELS OFFER PASSAGE
TO CHINA TO THE EUROPEAN RESIDENTS
OF TAIWAN-FOO.

EXPOSURE OF THE VASCILLATION OF THE
BRITISH AUTHORITIES.

THE BRITISH CONSUL PROTESTS IN VAIN.

ADMIRAL BULLER'S ORDER: "IMMEDIATELY
AND STRICTLY CARRIED OUT."

Our Taiwanfoo correspondent has furnished
us with the following most interesting report of
the stirring events connected with the startling
policy recently pursued by the British naval
authorities in respect to the crisis in Formosa
brought about by the refusal of General Liu, the
Chief of the notorious "Black Flags," to quit
the "Beautiful Isle" after it had been formally
ceded to Japan by the Emperor of China, brief
particulars of which have already been tele-
graphed to and published by us during the past
few days:—

ANPING, July 1st.

You are, of course, aware of the extensive and
ostentatious preparations which the British
Naval Authorities have made during the past
few weeks for protecting British lives and prop-
erty in Anping—the northern section of the port
of Taiwan, or Taiwanfoo. So effective have these
arrangements proved hitherto, that the Black
Flag Chief (Liu) and his blustering and usually
followers, had subsided into a quietude, so much
so, in fact, that it was possible to carry on trade
not only at the ports of Taiwanfoo and Takao
but in the interior as well with scarcely any
appreciable diminution in the volume of trade
of course, the elements of rowdiness and brig-
andage no doubt have been existent here, but the
bold and business-like measures taken to resist the
incursions have up to date had a most desirable
effect. Encouraged by their own Authorities to
take it for granted that due protection would be
afforded them until the Japanese occupied the
port, the British merchants and others have
carried on their business in comparative security,
entering into contracts and otherwise develop-
ing their business as opportunity offered and as
the exigencies of the moment dictated as fair
and reasonable, little dreaming, of course,
of the sudden and inexplicable turn which
events were soon to take through the
ukease of the British Admiral. One can better
imagine than describe the consternation and
despair caused by the announcement that
Admiral Buller had issued peremptory orders for
the immediate withdrawal of all the troops and
ships from this port, coupled with the strongest
recommendation the resident should at once
cancel their engagements, forsake their
respective callings and their property and goods,
and take passage, just as they stood, in the
retreating vessels of the "Queen's Navy."

I have ascertained that this never-to-be-for-
gotten mandate of the Admiral was received
some days before it was made public and that
the local European officials, who,
of course, fully appreciated the extreme gravity
of the situation, made special and urgent rep-
resentations to the Admiral as to the true state
of affairs and the probable disastrous result of
giving effect to his decree. The appeal was,
however, made in vain, for, as far as I can learn,
the only response vouchsafed was
"MY ORDERS ARE TO BE IMMEDIATELY AND
STRICTLY CARRIED OUT."

The British Consul most vigorously backed
up the Residents' strongly-worded protest and
appeal for further protection, but all in vain! I
am informed, also, that Her Majesty's Minister
at Peking exposed the cause of the Residents
and pressed Admiral Buller to reconsider his
decision. That official turned a deaf ear to the
appeals, and the result is that to-day
the whole of the British forces landed
here were re-embarked on board Her
Majesty's ships *Rainbow* and *Spartan*.
The steam launch *Anping*, which was armed
and commissioned to assist in the protection
of the settlement, has been paid off, and all the
bedding and barrack fittings have been sold for
whatever they could fetch! Nothing now
remains of our once effective and well-ordered
garrison but the wrecked spears where earthworks
have been thrown up and machine guns ranged
in battle array. In a word, as far as our
Government is concerned, the Residents of
Anping, indeed, as I have shown, by their
faith in the promises and acts of those
from whom they were entitled to look for
support, not only made no preparations
for such a lamentable turn of events, but
actually (assuming the "active interference"
could not possibly be brought to such a sudden
and disastrous conclusion) entered into
important business engagements, and in some
cases made large advances, which render the
sad plight they now find themselves in doubly
deplorable.

Admiral Buller has not vouchsafed the slightest
explanation of what induced him to adopt such
an extraordinary policy, so we can only
surmise reasons which may possibly be advanced
hereafter:—

First.—That some very grave interna-
tional complication has arisen, or is likely to
arise, of which he has, he claims, the British
officials in the East have cognizance. If
this be so, though it may reasonably be asserted
that it affords no little justification, yet
surely some less drastic, not to say harsh and
despotic measures might have been adopted
with a view to modifying the inevitable ef-
fects which such a sudden "change of front" in the
ordinary course of events would be bound to
produce.

Second.—That bel g new to the station,
Admiral Buller has some exaggerated idea of the
impossibility of his ships finding shelter in
the event of a typhoon sweeping over this
region. To this the reply is obvious: seeing
that for a number of years merchant steamers,
(the average speed of which cannot be compared
with that of the slowest of the warships in
Formosa waters) whose Commanders, when

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—185 per cent. premium, sellers.
The National Bank of China, Ltd.—on £80.00 paid up—\$27, sellers.
The National Bank of China, Ltd.—Founders' shares, nominal.
The Bank of China and Japan, Ltd.—(Preference) nominal.
The Bank of China and Japan, Ltd.—(Ordinary) nominal.
The Bank of China and Japan, Ltd.—(Deferred) nominal.

CHINESE LOANS.

Chinese Imperial Loan of 1886—11 per cent. premium.
Union Insurance Society of Canton—\$164 per share, buyers.

MARINE INSURANCES.

China Traders Insurance Company—\$70 per share, sellers.
North China Insurance—\$115 per share, sellers.
Canton Insurance Company, Limited—\$162 per share, buyers.

YANGTZE INSURANCE ASSOCIATION—\$93 buyers.

On Tai Insurance Company, Limited—\$15 per share.
The Straits Insurance Co., Ltd.—\$181 per share, buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—\$210 per share, sales and buyers.
China Fire Insurance Company—\$34 per share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—\$174 per share, sellers.
China and Manila Steam Ship Company—\$55, buyers.

Indo-China Steam Navigation Company, Limited—\$52, sellers.
Douglas Steamship Company—\$50, sellers.

China Mutual S. N. Co., Ltd.—(Preference)—\$3.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$7.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$2.10.

REFINERIES.

China Sugar Refining Company, Limited—\$103 per share, buyers.
Luzon Sugar Refining Company, Limited—\$45, sellers.

MINING.

Panjin Mining Co.—(Ordinary)—\$4.90 per share, sales and buyers.
Panjin Mining Co.—(Preference)—\$1.50 per share, sellers.

The Raub Gold Mining Co., Limited—\$4 per share, buyers.
The New Balmoral Gold Mining Co., Limited—\$5.90 per share, buyers.

Société Française des Charbonnages du Tonkin—\$105 per share, sellers.
The Teles Mining and Trading Co., Limited—\$1.30, buyers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—106 per cent. premium, sellers.
Geo. Fenwick & Co., Limited—\$15 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$41 per share, buyers.
Wanchai Warehouse and Storage Co., Ltd.—\$374 per share, buyers.

HOTELS.

Hongkong Hotel Company—\$8 per share, sellers.
The Shamrock Hotel Co., Limited—nominal.

LANDS AND BUILDINGS.

The Kowloon Land and Building Co., Limited—\$102 per share, sellers.
The Hongkong Land Investment Co., Limited—\$50, sellers.

The West Point Buildings Co., Limited—\$181 per share, buyers.
Humphreys Estate and Finance Co., Ltd.—\$9 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—\$91, sellers.
Bain, Crickshaft & Co., Limited—\$1 per share, sellers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—\$7 per share, buyers.
H. G. Brown & Co., Limited—\$41 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.
Hongkong Gas Company—\$125 per share, buyers.

Hongkong Ice Company—\$83 per share, buyers.
Hongkong and China Bakery Company, Limited—\$30 per share, buyers.

The Hongkong Brick and Cement Co., Limited—\$71 per share, sellers.
The Green Island Cement Co.—\$10, sellers.

The Hongkong Electric Light Co., Limited—\$4.85, sales and sellers.
The Hongkong High-Level Tramway Co., Limited—\$70, buyers.

Campbell, McCre & Co., Ltd.—\$3 per share, buyers.
Bell's Asbestos Eastern Agency, Limited—\$1 shares; 15s. paid; \$10, buyers.

G. H. FORTIS (Share Broker),
Telegraphic Address—'Rialto'

EXCHANGE.

On London, Telegraphic Transfer—\$1/2
Bank Bill, on demand—\$1/2
Credits, 4 months' sight—\$1/2
Diments, 4 months' sight—\$1/2

On Paris, Bank Bill, on demand—\$2/0
Credits, 4 months' sight—\$2/0
On New York, Bank Bill, on demand—\$3/0
Credits, 30 days' sight—\$3/0

On India, Telegraphic Transfer—\$100
On demand—\$100
On Shanghai, Telegraphic Transfer—\$100
Private, 30 days' sight—\$100

On Yokohama, T.T. \$100
On Singapore, T.T. \$100
Sovereigns, Bank's Buying Rate \$4.16
Gold Leaf 100 touch, per tael \$4.80
Bar Silver \$4.50
Dollars \$30 9/16

OPIUM QUOTATIONS.

Hongkong, 12th July.
New Patna cash \$725 to 735 per chest.
New Benares cash \$725 to 735
New Malwa, credit, 680
(Allowance, 100s 3/4)

Old Malwa credit, 720 to 730 per picul.
(Allowance, 100s 3/4 to 3/8)
Persian, paper tled, 780 to 800
(Allowance, 100s 3/4 to 3/8)

Shipping.

ARRIVALS.
PICCOLA, German steamer, 875, E. Haas, 11th July, Saloon 7th July, Rice—Melchior & Co.

MASCOTTE, British steamer, 2,018, J. Ross, 12th July, Cardiff 24th May, and Singapore 6th July, Coal—Bradley & Co.

PROGRESS, German steamer, 794, J. Jensen, 12th July, Holthow 11th July, General—Stiemssen & Co.

HATMAN, British steamer, 1,183, F. D. Goddard, 12th July, Fochow 7th July, Amoy 10th, and Swatow 11th, General—D. Lapralle & Co.

PALINURUS, British steamer, 1,535, T. J. Jackson, 12th July, Fochow 10th July, General—Butterfield & Swire.

MOHAWK, British steamer, 1,477, T. C. Burnside, 12th July, Halong Bay 9th July, Coal—Jardine, Matheson & Co.

KAISAR-I-HIND, British steamer, 2,381, J. H. Seymour, 12th July, Bombay 26th June, Singapore 7th July, Moller and General—P. & O. S. N. Co.

KAISOW, British steamer, 2,056, G. Long, 12th July, Amoy 11th July, General—Holliday, Wise & Co.

CHRYSDRA, British steamer, 1,474, R. Cavi, 12th July, Calcutta, and Singapore 6th July, General—Jardine, Matheson & Co.

LOKRAH, British steamer, 987, N. Moncar, 12th July, 12th July, General—Jardine, Matheson & Co.

CLEARANCE AT THE HARBOUR OFFICE.
Chunshan, British steamer, for Swatow, & Vindobona, Austrian steamer, for Shanghai and Kobe.

Arrival of British steamer, for Singapore, Penang and Calcutta.
Choyang, British steamer, for Shanghai.

DEPARTURES.
July 12, Nanyang, British steamer, for Amoy and Singapore.

July 12, Liffon, German steamer, for Canton.
July 12, Taiyang, British steamer, for Canton.
July 12, Arratoon, British steamer, for Singapore, Penang and Calcutta.

July 12, Vindobona, Austrian str., for Swatow and Amoy.
July 12, Choyang, British str., for Swatow and Shanghai.

July 12, Katsow, British steamer, for Singapore and London.

PARSENGERS—ARRIVED.
Per Progress, from Helow—Mr. Hopkins, and 20 Chinese.

Per Palinurus, from Fochow—Mrs. Black, Miss Porter, and 23 Chinese.

Per Hailan, from Fochow, &c.—Mr. B. S. Mehta, and 111 Chinese.

Per Katsow, from Amoy—Captain Karsten and 2 daughters, and 68 Chinese.

Per Chiydra, from Calcutta, &c.—Mrs. Jones, and 35 Chinese.

Per Katsow-I-Hind, from London for Hongkong—Messrs. Smith, Rickett, Mrs. Beilbidge's son, from Bombay—Mr. and Mrs. Mapma, from Singapore—Mrs. C. Ling, Mrs. Foster and child, Messrs. Les Innes, Laidlaw, and Moh. Neiden. From London for Shanghai—Mr. Dume, and Mr. Joseph's ayah. From Penang—Mr. Inch. From London for Kobe—Mr. Hall. From London for Yokohama—Mr. Smart. From Gibraltar—Mrs. Ojeda. From Colombo—Mr. Trask.

MAILS EXPECTED.

The P. M. S. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 24th ultimo, and may be expected here on the 19th instant.

The O. & O. S. S. Co.'s steamer *Coptic*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 3rd instant, and may be expected here on the 28th.

The Northern Pacific Steamship Co.'s steamer *Tacoma* left Tacoma on the 22nd ultimo for Japan and Hongkong, and may be expected here about the 19th instant.

THE CANADIAN MAIL.
The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Vancouver on the 25th ultimo, left Kobe for Nagasaki, Shanghai, and Hongkong on the 9th instant, and may be expected here about the 16th.

AUSTRALIAN MAIL.
The China Navigation Co.'s steamer *Taiwan*, from Australia, left Port Darwin on the 8th instant, and is due here on or about the 17th.

STEAMERS EXPECTED.

Names. From. Date.

Aden London &c. July 28th
Bisago Bombay, &c. July 27th
Glenavoy Singapore, &c. July 18th
Manila London, &c. August 12th
Ormaton Bombay, &c. July 17th
Oolong Liverpool, &c. August 9th

* We would direct the attention of shipping firms to the new style which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office in the form already supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

Ship. Destination. Date.

Adour Marseilles &c. July 15th
Alcedo San Francisco, &c. July 25th
Altmore Victoria (B.C.), &c. July 17th
Alife Kobe, &c. July 16th
Bayern Bremen, &c. July 22nd
Belmont New York, &c. July 22nd
Cadiz Spanish Ports, &c. Quick desp.
Centennial Baltimore, &c. Quick desp.
Ceylon London, &c. July 13th
Chiydra Straits, &c. July 18th
E. of Japan Vancouver, &c. July 24th
Erato Amoy & Tamsui, &c. July 17th
Formosa Amoy & Tamsui, &c. July 14th
Fochow Suoy New York Quick desp.
G. F. Manson New York Quick desp.
Glamorganshire London, &c. July 26th
Glenavoy London, &c. July 23rd
Hailan Swatow, &c. July 24th
Japan London, &c. July 27th
Katsar-I-Hind Shanghai, &c. July 13th
Khedive London, &c. July 18th
Koksang Shanghai, &c. July 14th
Lyndhurst San Francisco, &c. Quick desp.
Melloneth New York Quick desp.
Perd San Francisco, &c. July 20th
Saghalien New York Quick desp.
Veron Japan July 19th
Victoria Victoria (B.C.), &c. July 18th

SHIPPING IN HONGKONG.

ACTIV, Danish steamer, 355, Jansen, 10th July, Pakhoi 7th July, and Holthow 9th, General—A. R. Marty.

AIRLIE, British steamer, 2,400, W. Ellis, 10th July, Sydney 19th June, Brisbane 21st, Townsville 24th, Cooktown 25th, Thursday Island 27th, and Port Darwin 1st July, General—Gibb, Livingston & Co.

ADELANT, Spanish steamer, 99, Altagracia, 20th June, Dapagan 16th June, Sugar—Master.

ALTMORE, British steamer, 1,666, James Watson, 8th July, Shanghai 4th July, General—Gibb, Livingston & Co.

ASK, Danish steamer, 593, H. Hygem, 7th July, Halphong 4th July, Rice—Arnold, Karberg & Co.

BELGIC, British steamer, 4,212, Wm. H. Walker, 12th July, San Francisco 19th June, Yokohama 4th July, and Nagasaki 7th, Moller and General—O. & O. S. N. Co.

HONGKONG STEAMERS.

(Continued.)

BEYNTALA, British steamer, 1,707, W. E. Filmer, 8th July, Saloon 7th July, Rice and Paddy—Dodwell, Carill & Co.

BRAMMAR, British steamer, 2,311, E. Porter, 10th July, Moller 7th July, Coal—Dodwell, Carill & Co.

CHIVURU, British steamer, 1,177, C. R. Noll, 11th July, Canton 11th July, General—C. M. S. N. Co.

CHUNSHAN, British steamer, 1,281, E. F. Stovell, 7th July, Bangkok 1st July, Rice—Bradley & Co.

DARIUS, British steamer, 2,130, John Curry, 6th July, Java 27th June, Sugar—Butterfield & Swire.

FORMOSA, British steamer, 674, Hodges, 10th July, Tamsui 7th July, Amoy 9th, and Swatow 10th, General—D. Lapralle & Co.

GERDA, German steamer, 1,121, T. Ehlers, 11th July, Singapore 5th July, General—Stiemssen & Co.

GLAMORGANSHIRE, British steamer, 1,842, Vyvan, 2nd July, Shanghai 29th June, General—Dodwell, Carill & Co.

GLENHARR, British steamer, 1,425, W. Murray, 6th July, Java, and Probolinggo 27th June, Sugar—Jardine, Matheson & Co.

HERMAN, British steamer, 1,171, K. Reimann, 11th July, Kutchin 6th July, Coal—Mitsui Bussan Kaisha.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 8th July, Saloon 7th July, Rice and Flour—Johsen & Co.

LYDERHORN, Norwegian steamer, 2,014, B. Hammaras, 10th July, Kutchin 4th July, Coal—Mitsui Bussan Kaisha.

NANKING, Norwegian steamer, 848, N. Sorensen, 9th July, Mauritius, via Singapore 2nd July, Sugar and Old Iron—Order.

PERLA, British steamer, 1,233, Colcord, 11th July, Singapore 22nd April, Timber—Master.

FORT STUART, British ship, 2,300, H. J. Fletcher, 6th June, New York 3rd Dec., Kerosene Oil—Master.

KITTY, British barque, 803, Hart, 29th June, Bangkok 7th June, General—Chiu-chue.

LINA, German bark, 461, F. Albrecht, 10th July, Bangkok 28th June, General—Stiemssen & Co.

LORD BRASSY, British 4-masted ship, 3,619, Gunning, 24th June, New York 18th June, Kerosene Oil—Star Line.

QUINCY, Hawaiian schooner, 191, A. J. Eljane, 3rd July, Kobe 18th May, General—Order.

SANTA CRUZ, American schooner, 92, D. D. O'Keefe, Yap (Caroline) 20th April, Ballast—Weller & Co.

SANTA CLARA, American ship, 1,474, R. W. Fuller, 28th June, Shanghai 3rd June, General—Carroll & Co.

SIAM, German ship, 1,691, A. Garlicks, 31st May, New York 24th January, Kerosene Oil—Standard Oil Co.

TASMANIA, British 4-masted barque, 2,050, H. Vrabla, 14th June, New York 22nd Feb. Case Oil—Standard Oil Co.

Post Office.

A MAIL WILL CLOSE—
For the Straits—Per *Palinurus* to-morrow, the 13th instant.
For Straits and London—Per *Ceylon* to-morrow, the 13th instant, at 11.30 A.M.

VISITORS AT THE HONGKONG HOTEL.

Mr. W. G. Allen. Mr. J. J. Hour.
Mr. R. B. Blackhall. Mr. J. Kirkwood.
Mr. W. J. Blackhall. Mr. J. Kinghorn.
Mr. W. J. Catter. Mr. W. Krumm.
Mr. A. Crawford. Mr. and Mrs. May.
Mr. H. L. Deane. Mr. C. Palmer.
Mr. W. D. Duff. Mr. W. Parfitt.
Mr. W. B. Evans. Mr. K. Stahlgren.
Mr. F. T. Gause. Mr. and Mrs. W. H. Whiting and family.
Mr. and Mrs. Harling.

VISITORS AT THE WINDSOR HOTEL.

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Mr. P. C. Clark. Mr. W. R. Roberts.
Mr. M. D. Corbick. Mr. C. Rombach.
Mr. F. Eschke. Mr. Scholten.
Dr. and Mrs. A. Fornellos. Mr. Edward Thoms.
Mr. G. Girault. Mr. P. Vanocelles, Jr.
Mr. J. F. W. Gompertz. Mr. J. P. Vaseo.
Mr. J. Guineas. Mr. B. W. Wills.
Mr. Hamilton. Mr. G. H. Wheeler.
Mr. J. Holmes. Mr. G. H. Wheeler.
Mr. P. McFarlane.

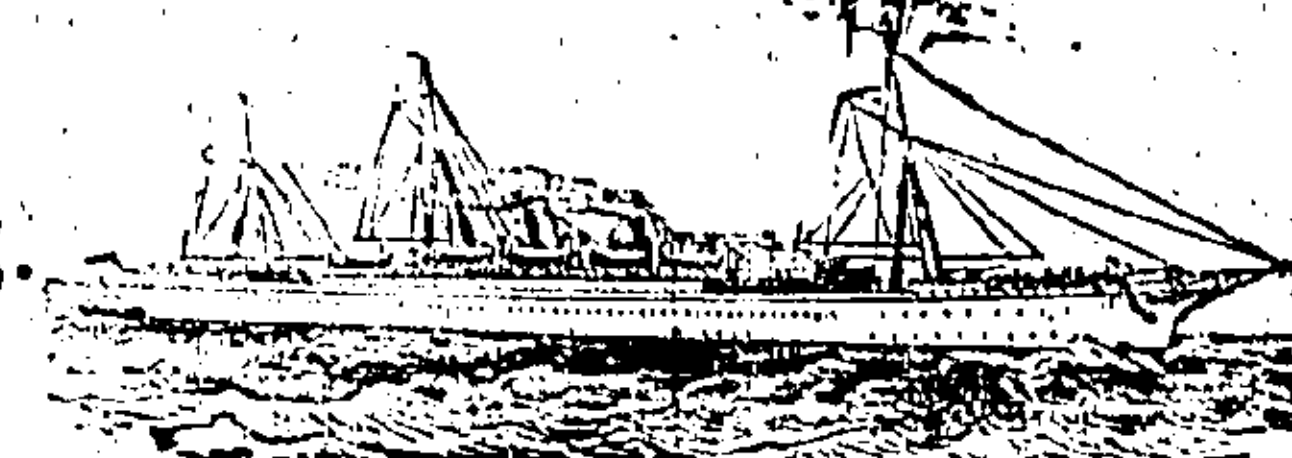
VISITORS AT THE MOUNT AUSTIN HOTEL.

Mr. and Mrs. Arthur. Mr. Inebald.
Anderson. Mr. R. S. Judah.
Mr. John Andrew. Mr. and Mrs. J. Kramer.
Mr. F. H. Armstrong. Mr. and Mrs. Macbean.
Mr. H. Coetel. Mr. and Mrs. Macbean.
Mr. A. W. Brewin. Mr. and Mrs. Macbean.
Mr. H. B. Buck. Mr. and Mrs. Macbean.
Dr. J. Cantile. Mr. and Mrs. Macbean.
Mr. and Mrs. C. Cohen. Mr. and Mrs. Macbean.
Mr. Henry Crawford. Mr. and Mrs. Macbean.
Mr. W. E. Crow. Mr. and Mrs. Macbean.
Mr. and Mrs. A. J. David. Mr. and Mrs. Macbean.
Mr. and Mrs. H. Dresco. Mr. and Mrs. Macbean.
Mr. Elwaldt. Mr. and Mrs. Macbean.
Mr. H. E. Eschke. Mr. and Mrs. Macbean.
Mrs. Haskell. Mr. and Mrs. Macbean.
Master Ed. Haskell. Mr. and Mrs. Macbean.

VISITORS AND RESIDENTS AT THE PRAIRIE HOTEL.

Mr. W. Boffey. Mr. and Mrs. G. Holmes.
Mr. J. W. Bolles. Mr. H. U. Jeffries.
Dr. F. H. Bowers. Mr. Law and child.
Mr. J. G. Buckle. Mr. F. D. Maclean.
Miss Coe. Mr. Hugh McCullum.
Mrs. Diddle and child. Major and Mrs. Moore.
Mr. R. P. Dipple. Mr. and Mrs. E. Noel.
Mr. Geo. Fenwick. Mr. C. Roghe.
Mr. and Mrs. A. Fladly. Mr. and Mrs. Roghe.
Mr. and Mrs. Fladly. Mr. and Mrs. Roghe.
Mr. W. Fladly. Mr. and Mrs. Roghe.
Mr. W. S. Harrison. Mr. and Mrs. Roghe.
Mrs. L. Hory and child. Mr. and Mrs. Roghe.
Mr. and Mrs. W. W. Wallow.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.WEDNESDAY, 24th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 14th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 4th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fadder's Street.

Hongkong, 3rd July, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Per (via Nagasaki, Kobe, Inland Sea, and Yokohama) Tuesday, 30th July, at Noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, 17th Aug., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) Saturday, 7th Sept., at Noon.

THE U.S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 30th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES